

November 18.

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FISHERMEN'S SUPERSTITIONS.

Remarkable Verification of Dreams—The Sinking of Schooner Sachem—A Little Child Found Floating in a Box—Singular Presentiment.

Fishermen, like seamen, are quite apt to be a little superstitious, as the very nature of a sea-faring life engenders this, and nearly every man who follows the vocation has some pet ideas of this nature which he cherishes with a sort of sacredness, which possesses to him a sense of reality, and become, as it were, a part of his life. Some in the olden days were so superstitious in regard to sailing on Friday, that it would have been almost an impossibility to get them to leave port on that day. This superstition however, has faded out of late years and does not trouble the great mass of fishermen who only wait for good weather and favorable winds, whatever the day they are ready "to sail the waters blue" in search of the treasures of the deep.

There are others who have a favorite notion of pitching coppers and nickel coins on Half-Way Rock whenever the vessel sails near enough to it, for the purpose and entertain an idea that this will bring them good luck. Then again there is an idea quite prevalent that if a single bird should alight on board of a vessel, as they sometimes will, when blown far away from land, that no good luck will come from the trip. It would indeed be very singular if there were not instances where the change of programme had not resulted satisfactorily and these instances have strengthened the belief in the omen.

Some believe in dreams and are quite tenacious on the subject, and one never is so happy as when they have a good dream of their own to relate, or some marvelous tale of the verification of dreams, of which they have read or heard tell of. Two instances of the remarkable verification of dreams on vessels of the fleet have come under my notice, as follows:

The Sinking of Sch. Sachem.

The springing leak and loss of sch. Sachem of this port, occasioned by her sinking on Georges, September 8, 1871, was attended by a singular circumstance, which is fully substantiated by the master of the vessel, Capt. J. Wenzell, from whose log book I gleaned the particulars:

The vessel left Brown's Bank on the 7th of September, at 9 o'clock p. m., for Georges, with a fresh north-west breeze. At midnight, the steward, John Nelson, arose from his berth, and going aft where the skipper was, remarked in an agitated voice, his whole appearance indicating great fear:

"Skipper, we are to have a severe gale of wind, or something else of a dangerous nature is going to overtake the vessel, and we had better make land if we can, or at least keep clear of Georges, so as not to have it so rough when the danger comes."

Capt. W. asked him what made him think so, as everything was clear at the time, and there were no apprehensions of trouble or danger.

Nelson replied: "I have been dreaming, and twice before I have had the same kind of dreams when at sea, and both times have had narrow chances of being saved. The first time we were run into the day following the dream, and left in a sinking condition. With great efforts in bailing and pumping, we reached the coast of Norway. The other time we experienced a terrible gale, had our sails blown away, and the vessel half full of water, run before it under bare poles, until we met the northeast trade winds, when we patched her up and made out to get into Havana."

He then told the purport of the dreams, which were of females dressed in white, either standing in the rain, or near a waterfall, or attempting to cross a brook. The figures in each dream were the same, but the surroundings somewhat different.

The steward is a reliable man, and was so much in earnest that the captain although seeing no signs of a gale of wind, and not inclined to be superstitious, concluded it best to be on his guard, and charged the man forward to keep strict watch.

The wind was now increasing, with a heavy sea rising, and at half past one a. m., the vessel was about five miles from Georges Banks. She was hove to under a close reefed foresail, and they were furling the balance reef, when a white light was observed to leeward, supposed to be on board a fisherman lying at anchor. Suddenly one of the crew sang out from the fore-castle, "The vessel is filling with water!" Telling him not to alarm the men, the captain went down and found six inches of water on top the floor. The pumps were immediately manned, and bailing with buckets commenced, after which the captain went sounding around in the hold to find the leak, but the vessel was rolling so hard and the water made so much noise among the barrels and in the ice house, that it was impossible to hear anything else. It was thought the leak was under the port bow, and the vessel was wore round and hove to on the other tack, in hopes to bring the leak out of water. The steward was told to get some provisions and see that the boat was ready to launch at a moment's notice. It was now blowing a strong breeze from the northward, with a heavy sea. They spoke sch. Pescador, and told them their condition. With all their pumping and bailing they could not gain on the leak, and the crew were determined not to remain on board another night. The tide swept them down to leeward of the Pescador and efforts were made to speak her again, but they could not reach her. Their movements were seen on board the Pescador, and upon asking them to send their boat to take them off, they did so at once. When they left the Sachem the water was 18 inches

above the fore-castle floor. At 2 p. m. she rolled over on her side, raised herself once, then plunged under, head foremost, the master and crew feeling thankful to God that they had escaped and were safely on board the good sch. Pescador.

A Little Child Found Floating in a Box.

From Capt. Samuel Elwell, master of the schooner Belvidere, I learned the particulars of one of the most singular verifications of a dream which has ever come under my notice.

On Sunday morning, July 21, 1872, soon after breakfast, while the vessel was crossing Georges, Capt. Elwell, not feeling very well, concluded he would go down below and "turn in." This he did, and after getting asleep, dreamed that he saw a dead body afloat on the water. All his efforts to secure it proved unavailing, and it finally passed under the counter of the vessel. His dream seemed so much like reality, and his efforts to secure the body, and disappointment in not being enabled to do so, caused him to awake, and upon going on deck, found it impossible to convince himself that he had not actually witnessed the scene so vividly portrayed in the dream. It made such an impression upon him that he felt intuitively that something out of the common course would soon occur. The crew, noticing his great uneasiness, asked the cause, and he told them of the dream, and they endeavored to convince him that dreams were nothing but fancies of the fired brain, and tried to withdraw his mind from the subject; but all of no avail.

About half an hour after the captain had come on deck, he noticed a box some distance ahead, floating upon the water. Upon sailing up to it he made endeavors to get it on board, but it eluded his grasp, and went under the counter of the vessel. They sailed on, but the captain was uneasy, and finally gave orders to put about, and secure the box. This was done, and upon opening it, there was found the body of a little girl, about four years of age, who had apparently been dead some 10 days. It was lying upon seaweed with which the box was packed, and there were holes bored in the sides which indicated that it was the purpose of the perpetrator of the deed to have it sink. The box was of coarse, hard wood, nailed securely, and it was evidently made for the purpose. As decomposition of the body had commenced, and the vessel was not to return for several days, it was nailed up and sunk.

Singular Presentiment.

Leonard Mailman, one of the crew of schooner Vivace of this port, died very suddenly August 31, 1868, while the vessel was on Georges, from an attack of bleeding at the lungs, and while attempting to get into his berth, fell back into the arms of one of his shipmates, and expired immediately. Previous to his making the trip, he had strong presentiments that he never should return alive. This he communicated to several of his friends, who endeavored to laugh the matter off and get it out of his mind; but it was of no avail. So strongly impressed was he of his approaching dissolution, that just before leaving for Georges, he wrote a letter to his brother's wife, with imperative orders that it should not be opened until she saw him again. He was brought back a corpse, and on opening the letter it was found to contain full directions in reference to the disposal of his effects, and other matters connected therewith, all of which were faithfully complied with.

G. H. P.

Nov. 18.

"THE ART OF FISH CURING."

PRACTICAL VOLUME BY AUTHOR
CONVERSANT WITH THE
BUSINESS.

"The Art of Fish Curing" is the title of a most valuable and interesting volume of Robert J. Duthie, Fishery Officer at Lerwick, Scotland. The work can be read by all with interest and profit and should be in the hands of all interested financially or otherwise in the curing of fish.

In short the volume, with its many chapters, each on a different branch of fish curing work, is a real text book on the various subjects, from the pen of one long conversant with the business both from a practical and theoretical standpoint.

Herring curing in pickle, the buying, selecting and curing of herring, how to make bloaters and red herrings, cod curing, fish parasites, haddock curing, how to cure finnan haddock, kippering salmon, to fillet fish, mackerel curing, herring curing on the continent, men and women's wages in the Scotch trade, how to pickle cod for Lent, curing cod for drying, drying salt fish by fires, and the handling of roes, livers and offal, are among the matters treated in the volume, which also contains plates showing herring curing yards, kippering houses, cod curing houses, etc.

As a practical work by a practical man, it cannot fail to be of much value to all interested in the subjects to which its pages are devoted.

Nov. 18.

MORE BEAM TRAWLERS COMING

Manager of Craft Fishing From Halifax Will Have Another.

The success of the steam trawler *Cambodia*, which has been operating from Canso for the Maritime Fish Corporation during the past summer, says the Halifax Maritime Merchant, has induced the owner, M. W. Jennison, of Grimsby, England, to consider the sending out of still another ship for this work. Mr. Jennison was in Halifax a few days ago, when the Merchant had the pleasure of a short talk with him on the question of steam trawlers and their suitability to fishing conditions on the Canadian side of the Atlantic.

"I am satisfied," said he, "that the fish are here to be caught, and that the trawler can catch them. The objection that the sea bottom on this side of the Atlantic is unsuitable has not been found to amount to much by the men on the *Cambodia*, and I think there is good reason to expect that from this time forward the steam trawler may be reckoned on as a factor in the fishing industry of Canada."

Since Mr. Johnson sailed for home we hear he completed arrangements while here to send out two ships the size of the *Cambodia* to engage in the salt fish trade; also it is rumored that he will send still another to cater to the fresh fish business, at the port of Halifax. Two steam trawlers, if at all successful, should be able to keep the Canadian fresh fish market of the present adequately supplied, and so the greater development of the trawling industry, if it is to take place at all, must be found in the salt and pickled trade. With prices of codfish as they have been for the past year, a moderate catch could be made to pay, but the normal value of shore-dried cod-fish is about \$4. Just a few years ago we saw it about a dollar less than that. It remains to be proved, therefore, whether taking one year with another trawler catering only to the salted trade, can be made to pay.

There is no doubt that at the present time we are not catching half as many fish in Nova Scotia as the exporting trade of Halifax need, and so if the trawler can bring relief and at the same time prove profitable to those interested in her, we may find a tidy fleet grow up in these waters in the course of the next five or 10 years. No doubt the small boat fishermen and perhaps the bankers may object, but Mr. Jennison told us that in every port in the United Kingdom where trawlers had been installed, similar objections and prejudices had to be fought before the new method finally won out. He claims that today it has won out, and that eventually it will do the same on our side of the water.

GOOD RESULT OF FISH CULTURE.

Experiments So Successful, More Hatcheries May Be Established.

That the artificial culture of fish conducted on an extensive scale gives better results than can be obtained under natural results has been proved by the success of the Dominion government's retaining pond for salmon at Little River, N. B., which has just closed its season's work. In addition to providing a full supply of eggs for the salmon hatchery at Grand Falls, the capacity of which has recently been increased from 2,000,000 to 3,500,000 eggs, the St. John retaining pond has supplied 1,700,000 eggs to the hatchery at Charlottetown, P. E. I. The special object for which the pond was established is to supply eggs for the hatcheries and thus assist in the work of increasing by artificial propagation the supply of salmon in the province and particularly in the St. John river and its tributaries. So successful have been the results that the government will be asked to establish another similar station on the St. John river. Under natural conditions not more than 24 per cent. of the eggs deposited in the spawning grounds by the salmon are ever hatched, while by the artificial methods at least 90 per cent. of the eggs taken from the salmon are successfully hatched and turned adrift in the rivers as young fry.

Nov. 18.

POLLOCKERS AND NETTERS.

PRACTICALLY HAD MARKET AT T WHARF TO THEMSELVES THIS MORNING.

The pollockers and Plymouth netters have the T wharf market practically to themselves this morning and their production figures up to 30,000 pounds of pollock and 17,000 pounds of codfish.

This is not near enough even for Saturday, but sch. *Slade Gorton*, which came in yesterday afternoon and sold, may have a better chance of getting out her large sized fare of 10,000 pounds of haddock and 60,000 pounds of cod and have less to go to the splitters.

The *Gorton* sold yesterday at \$4 for new haddock and \$3.85 for new large cod. This morning large cod from the boats brought \$5 and \$5.50 and the pollock went at \$2.80 to \$3.10.

Boston Arrivals.

The fares and prices in detail are: Sch. *Slade Gorton*, 16,000 haddock, 60,000 cod. Sch. *Nettie*, 3000 cod. Sch. *Lillian*, 2500 cod. Sch. *Marion*, 4000 cod. Sch. *Cherokee*, 1800 cod. Sch. *Nautilus*, 2500 cod. Sch. *Klondike*, 2100 cod. Sch. *Volant*, 14,000 pollock. Sch. *Good Luck*, 9000 pollock. Sch. *Juniata*, 7000 pollock. Haddock, \$4 per cwt.; large cod, \$3.85 to \$5.50; market cod, \$3 to \$6; pollock, \$2.80 to \$3.10.

Yarmouth, N. S., Vessels Which Sailed to San Francisco.

In speaking of a 16,000 mile trip from Boston, around Cape Horn, and up the Pacific to Seattle, which the two little knockabout fishing schooners *Victor* and *Ethan* and *Athena*, of Boston have just started out on, the Yarmouth, N. S., *Herald* says:

"There isn't anything very remarkable about this voyage, for in 1849 two or three Yarmouth schooners made practically the same voyages. The *Mary Jane*, 81 tons old measurement, left Yarmouth for San Francisco, with 19 persons on board, all owners in the vessel, and she was the first to sail from a Nova Scotian port for California direct. She was loaded with boards house frames, shingles, wagons, bricks etc. When she left, 400 or 500 persons were on the wharf, of both sexes, as all on board were natives, seeking their fortune in the far-off land of gold and sunshine. A salute of cannon was fired as she left Commercial (or Queens) wharf. She made the passage in 183 days, and the vessel was disposed of at a good figure. The *Mary Jane* was sold in 1857 at Tahiti, and was the first vessel from the British Colonies seen in those waters.

"In December, 1849, the brigantine *Zone*, 100 ton old measurement, also sailed from Yarmouth for San Francisco and made the passage in much less time than the *Mary Jane*. She was sold at Frisco to Sydney, N. S.W., parties.

"Sch. *Eagle*, 88 tons, sailed from Yarmouth in November, 1850, for San Francisco and arrived after a passage of 159 days, after calling at several ports on the way, as the others did. All these vessels, (and there were others from Yarmouth) were much smaller than the *Victor* and *Ethan*, and with the crude rigging and aids to navigation of those days, as compared with the improvements and appliances of today, the Yarmouth vessels will readily 'take the bun,' for voyages."

SCH. GOV. FOSS ONLY ARRIVAL.

THREE OF THE GILL NETTERS AND THE TORCHERS HAD SMALL CATCHES.

Sch. Gov. Foss from a haddock trip to the eastward, was the only arrival here this morning from off shore. Capt. Thompson hails for 40,000 pounds of fresh fish, and 1500 weight of halibut.

Only three of the gill netters were out yesterday and they brought small trips, 7500 pounds covering the three.

The torchers brought over 75 barrels of herring and two mackerel netters which were out, had small catches.

The fare of fresh fish of sch. Gov. Foss sold to the Gloucester Fresh Fish Company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Gov. Foss, haddocking, 40,000 lbs. fresh fish, 1500 lbs. halibut. Steamer *Margaret D.*, gill netting, 3500 lbs. fresh fish. Steamer *Prince Olaf*, gill netting, 3000 lbs. fresh fish. Steamer *Rough Rider*, gill netting, 1000 lbs. fresh fish. Sch. *Manomet*, shore. Sch. *Morning Star*, via Boston. Sch. *Priscilla*, shore. Sch. *Mettacommet*, shore. Sch. *M. Madeleine*, shore, netting, 240 large fresh mackerel. Sch. *Little Fannie*, shore, netting, 90 large fresh mackerel. Torchers, 75 bbls. fresh herring. Sch. *Wm. H. Rider*, shore. Sch. *Appomattox*, shore. Sch. *Thomas J. Carroll*, shore. Sch. *Hope*, shore. Sch. *Viking*, shore. Sch. *Elizabeth W. Nunan*, shore.

Vessels Sailed.

Sch. *Elizabeth W. Nunan*, haddocking. Sch. *Walter P. Goulart*, haddocking. Sch. *Ellen C. Burke*, haddocking. Sch. *Vanessa*, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$30 per bbl. for large and \$19.75 for small.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for snappers.

Handline Georges codfish, large \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large \$5.50, medium, \$4.75.

Haddock \$1.75.

Pollock \$1.75.

Cusk, large \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.75.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Salt whiting \$2 per bbl.

Fletched halibut 9c per lb.

Halibut fins, \$18 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.

Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk 60c.

Hake, \$1.45.

Dressed pollock 90c, round 80c.

Bank halibut, 14c per lb., for white and 11c for gray.

Fresh mackerel, large 24½c and 25c each.

Bait Prices.

Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Salt shore herring, \$1 per bbl.

Frozen squid, \$2.50 per bbl.

Nov. 18.

GALE BOTHERED GILL NETTERS.

TORCHERS ONLY ABLE TO SECURE 40 BARRELS HERRING LAST NIGHT.

Arrivals are few at this port this morning. Sch. Senator Gardner is home from a dory handline codfishing trip with 140,000 pounds of salt cod and sch. Cynthia came down from Boston with 80,000 pounds of fresh codfish to split, the former fare going to the Gorton-Pew Fisheries Co., and the latter to Sylvanus Smith & Company, Inc.

The gill netters went out yesterday, but it blew so hard that some of them did not lift their nets at all while others lifted only a few, consequently their catch was small. With a chance to have lifted all they had set, another big day's work would have been recorded for them.

The torchers bucked against hard weather last night and brought over only 50 barrels of herring.

Two of the market boats, schs. Mary DeCosta and Ellen C. Burke, landed each 5000 pounds of fresh hake at the Fort this forenoon and sch. Hope landed 2500 weight of pollock.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Senator Gardner, dory handlining, 140,000 lbs. salt cod.

Sch. Cynthia, via Boston, 80,000 lbs. fresh cod.

Steamer Margaret D., gill netting, 3000 lbs. fresh fish.

Steamer Quoddy, gill netting, 1000 lbs. fresh fish.

Steamer Mindora, gill netting, 2000 lbs. fresh fish.

Steamer Prince Olaf, gill netting, 3000 lbs. fresh fish.

Sch. Hope, shore, 2500 lbs. pollock.

Sch. Mary DeCosta, shore, 5000 lbs. fresh fish.

Torchers, 50 bbls. fresh herring.

Sch. Elizabeth W. Nunan, via Boston.

Sch. Ellen C. Burke, shore, 5000 lbs. fresh fish.

Sch. Viking, shore.

Vessels Sailed.

Sch. Valerie, haddock.

Sch. Annie M. Parker, Newfoundland herring trip.

Br. sch. Gertrude, Boston.

Sch. Massachusetts, Newfoundland herring trip.

TODAY'S FISH MARKET.

Salt Fish.

Salt mackerel, \$30 per bbl. for large and \$19.75 for small.

Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for shappers.

Handling Georges codfish, large \$5.75, medium \$5, snappers \$3.

Salt "drift" codfish, large \$5.25, medium \$4.75.

Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.

Eastern halibut, codfish, large \$5.50, medium, \$4.75.

Haddock \$1.75.

Pollock \$1.75.

Cusk, large \$2.50, medium \$2; snappers \$1.50.

Hake, \$1.75.

Eastern shack cod, \$4.75 for large and \$4.25 for mediums.

All codfish with napes picked bring 25c over the above price.

Salt whiting \$2 per bbl.

Fletched halibut 9c per lb.

Halibut fins, \$18 per bbl.

Fresh Fish.

Haddock, \$1.15 per cwt.

Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.

Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.

Cusk, large, \$1.80, medium, \$1.20.

Snapper cusk 60c.

Hake, \$1.15.

Dressed pollock 90c, round 80c.

Bank halibut, 14c per lb., for white and 11c for gray.

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Frozen bluebacks, \$2.50 per cwt.

Frozen herring, \$2.50 per cwt.

Fresh herring, \$2.50 per bbl.

Salt shore herring, \$1 per bbl.

Frozen squid, \$2.50 per bbl.

HAMPERS NOVA SCOTIA TRADE.

Clark's Harbor Coast-Guard Favors Removal of License Fees.

The following editorial in the Clark's Harbor, N. S., Coast-Guard, will be of considerable interest here:

"There is a rumor that the new government as a result of the defeat of the reciprocity issue, will pass regulations of a more drastic nature affecting the rights of the American fishermen to our waters. And that in this connection the tonnage license on American fishing vessels will be increased.

"The Coast-Guard does not believe it a wise course to further hamper our South Shore trade by any increase in the tonnage license. Indeed, we believe that the tonnage tax, in so far as it applies to the purchase of supplies and outfits, is one decidedly against the business interests of the South Shore, and of Shelburne in particular.

"For instance, take the position of our boat industry in this connection. At present the American vessel has to pay from \$150 to \$200 before being allowed to buy our boats. Even with this heavy handicap some of the American vessels purchase their outfit of dories from our shops.

"Our dories do not cost as much as the American made boat, and are preferred by the American fishermen to those made in Gloucester or Boston. But the tonnage tax prevents our boat builders doing business with American vessels. This may be good business, but the Coast-Guard, after wide inquiry, cannot find one man engaged in fishing or boat building, who believes that it is good business.

"But, it is argued, these regulations are made for the protection of our fishermen. But the purchase of dories and supplies does not effect our fishermen so long as the three-mile limit regulation is enforced.

"Here in Shelburne we are situated to do a large and profitable business with the American fishermen, and yet an absurd regulation prevents that business being done.

"We hold strongly for the protection of our own fishermen, and for the conservation of our fisheries. But in this matter, where the purchase of dories and other supplies does not affect that protection, we fail to see the sagacity that cuts out trade in one direction, while spending much money or develop trade in another direction.

"The right to purchase bait is another story."

Mammoth Lobsters.

A tabulated list of 14 of the biggest specimens lobsters ever captured on the Atlantic Coast—of which authentic weights and measurements have been preserved—puts the biggest of them all at 34 pounds and exactly 23 3-4 inches from nose to tail. It was taken off the Atlantic Highlands, New Jersey, in 1897, and was sent to the New York Aquarium, where it survived only a few days. Though defunct, it was carefully preserved and may now be seen at the American Museum of Natural History, in Manhattan. Measured with its great claws stretched to the fullest extent in front of its head, it is nearly four feet long.

Portland Fish Notes.

Hardly a pound of fish was landed at Portland Wednesday, even the hardy boat fishermen not venturing out. About the only vessel of the fleet coming in was sch. Evelyn M. Thompson, she having about 8000 pounds of market fish on board, but the skipper did not land them and after taking on bait started out again.

It is the general conclusion that the herring have gone for good from Cape Porpoise and the steamers Pet, Elthier and E. N. Brown, which have been fishing in that neighborhood for several weeks, have given up the search.

Sch. Washakie Ashore and Floated.

The Boston fishing schooner Washakie, one of the several knockabouts running into T wharf, grounded on the lower middle, inside of Bug Light while entering Boston harbor late Wednesday on her way in from the fishing grounds. The accident was caused by the vessel standing in too far shoreward. At high water yesterday morning she was floated by the tugs Mary Arnold and Betsy Ross after considerable trouble because of the vessel's position. The Washakie leaked slightly after being floated. After discharging her fish she hauled over to East Boston to be placed on the marine railway for examination.

GIVEN GOOD SENDOFF.

Captain of Sch. Athena Expects to Beat Sch. Victor and Ethan.

A rousing farewell was given at T wharf, Boston, yesterday to Capt. Edward Brewer and his crew of 11 men as they backed the schooner Athena out of the dock and started down the harbor on a cruise to Seattle, Wash.

The schooner will enter the halibut trade of the western city. She is provisioned for a five months' trip, although it is not expected it will take so long.

"We don't expect to make a single port between Boston and Seattle," said Capt. Brewer, as he stood ready to give the order to cast off. "We have plenty of food below, and are going to swing right out around South America to the straits of Magellan, and then up the west coast of South America to Seattle.

"Out there we are going to go into the fishing industry just as sch. Victor and Ethan, that sailed last week, will do. And we are going to beat them to Seattle. Capt. Lathigee and his crew have a week's start of us, but I figure this westerly wind will last for at least four days, and that should carry us fully 800 miles on our way. If we don't beat Lathigee to the straits, we will overhaul him on the trip up the west coast."

TWO MORE VESSELS SOLD.

Schs. Joseph H. Cromwell and Gladys & Sabra Will Go to Cuba.

The sale of two more T wharf fishing vessels was announced yesterday, and with the sailing of these boats in a few days the fishing fleet running to Boston has lost four fine crafts. Schs. Joseph H. Cromwell and the Gladys and Sabra have been purchased by a Cuban syndicate and will be used in the snapper fisheries in the Gulf of Mexico. Manuel Duess is the head of the syndicate and he closed the deal for the two schooners.

WEIGHED OFF 264,000 POUNDS.

Sch. Premier Landed Second Large Bank Codfishing Trip.

Sch. Premier, Capt. William Morrissey, weighed off 264,000 pounds of salt cod, as the result of her second salt bank codfishing trip of the season, making the fine stock of \$11,937. On his first trip, Capt. Morrissey also brought a big fare, so his season's stock is a large one and in keeping with the fine record he has made since first taking command a few years ago.

Fishing Facts and Fancies.

The Culebia, the newest fishing smack of the Warren Fish Co., or Pensacola, Fla., was launched recently.

The fishing smack Clara M. Littlefield, formerly of Rockport, owned by E. E. Saunders & Co., of Pensacola, Fla., after being three months on the marine ways there has been returned to the water, practically a new craft. She will not commence fishing for about three weeks.

The Lunenburg Fish Co., Ltd., has been incorporated under the Nova Scotia Companies Act. This enterprise has been made possible through the efforts of William Duff, of Lunenburg, who has always taken a great interest in the place, especially everything relating to the fishing industry.

While sch. John M. Keen, of Pensacola, formerly of Boston, was leaving the marine ways on Friday last, the blocking one side slipped causing the vessel to fall heaving to the ground. One side was stove in and a number of timbers broken. Repairs will have to be made before the vessel can put to sea.

A dozen men recently caught and killed a giant shark which Wednesday devoured Jules Antoine, of Pensacola, Fla. Crews of several ships saw the shark grab the body of the old man when he fell overboard. A general shark hunt followed. When the fish was cut open, says a special dispatch, almost the entire body of Antoine was found inside, including the head, trunk, parts of the legs and pieces of clothing.

Twenty-one Japanese fishermen were arrested recently at Ketchikan, Alaska, by agents of the United States Fisheries Bureau on a charge of illegally fishing in Alaskan waters. The Japanese were placed in jail and their boats and gear seized. The arrests are the outcome of mass meetings of Alaska fishermen at which protests were made against alien fishermen being permitted to work in Alaskan waters.

The whaling stations of the Canadian Northern Pacific Fisheries Co. have been closed down for the season, only the one at Naden harbor is still in operation. The total catch for the season exceeds 1500 whales. Included in the total were 30 sperms.

Since the whaling stations in the vicinity have closed, nine dead whales have floated ashore on the beaches north of Grays Harbor, Wash. One of them was 80 feet long. Before the whaling station was established on Grays Harbor, says the Seattle Post Intelligencer, the floating ashore of one of the mammals was an event and excursions used to be run to the scene, but more than 15 have drifted in since April.

The steamer Spica sailed from St. John's, N. F., recently for Alicante and other ports in the Mediterranean. She took the largest shipment of codfish ever to leave that port, her cargo approximating 34,000 quintals.

The West Coast Fisheries Co., Vancouver, B. C., is establishing two herring plants in Barkley Sound, and reports that two drifters from England are to operate in the sound in connection with these plants.

Fresh fish landings at Halifax, N. S., last week were 237,000 pounds and about 10,000 to 11,000 count fresh mackerel were brought in. A few were from Canso, but mostly from Portuguese Cove, where large hauls were expected had seines been available in time.

Nov. 17.

Americans Pioneer Lobster Cannery.

Americans were the pioneer lobster cannery of the maritime provinces. They established canneries some 40 years ago in Nova Scotia and New Brunswick, and are operating today in all localities where this food fish exists in sufficient quantity to be of commercial value. They found a virgin fishery awaiting them, marketable jobsters being then used to manure the fields. During 1908 there were operated in Canada 71 canneries by American firms and corporations.

Nov. 17.

Fishing Fleet Movements.

Sch. Lillian was at Canso, N. S., on Tuesday.

A number of Gloucester fishing vessels were at North Sydney, C. B., on Monday, for bait and supplies.

Nov. 17.

Fitting for Georges Handlining.

Sch. Wm. H. Moody is fitting for Georges handlining under command of Capt. Jack Lord.

Nov. 18.

Portuguese Fisherman Quit for the Season.

Practically all the Portuguese fishermen, who acknowledge Provincetown as their hailing port have given up deep sea fishing for the present. The vessels are hauled up down along the Cape, and the crews are shooting in and out in small power dories when the weather allows. This cuts the size of the T wharf fleet down quite a bit.

Fishermen Had Narrow Escape.

Ernest Goodick and Atwood Goodick, two Sandy Point, N. S., fishermen, well known here, had a very narrow escape w'h their lives recently while hauling their nets.

Nov. 18.

Age of Lobsters.

It is believed that a lobster may live 50 years or more. The male is bigger than the female, and the very large ones are all old males. These giants, occasionally caught, are the lucky individuals who, through sheer good fortune, have escaped capture for an extraordinary length of time. The fishery, however, has been carried on by such intensive methods—the sea-bottom being raked as if with a fine-tooth comb—that very few lobsters have been able within recent years to survive for any extended period. Consequently large ones are seldom seen nowadays.

Nov. 18.

Maine Fishermen Want Anti-Seining Smelt Law Repealed.

Smelt fishermen of Edgecomb, Me., who have been in the habit of reaping a great harvest by seining smelts in years past are complaining bitterly over the new state law which prohibits their seining in inland waters within a certain district.

Catching by hand lines is so slow that the fishermen say they cannot make an average day's pay. It has been reported, too, that the wardens themselves are not in sympathy with the law, although they are morally obliged to see that it is enforced.

Smelt fishermen along the coast and inland rivers are making preparations to seek the law's repeal at the next session of the legislature. There is a heavy demand for smelts from the Boston and New York markets, but shipments are falling off.

Herring Reported Off Boothbay.

A report was received at Portland Thursday that herring has been seen off the entrance to Boothbay harbor. It was hardly credited, however, but the steamers Elthier and Pet at once left port to land some of the fish if there should be any of them swimming around in those waters.

Two Mackerel Netters.

Two of the mackerel netters were here this morning, sch. M. Madeleine having 240 large fish and sch. Little Fanny 90.

Bound Here With Fish Cargo.

Br. sch. Helen Vair, bound here from Grand Bank, N. F., with 240,000 pounds of salt cod, harbored at Sandy Point, N. S., recently.

Nov. 20.

FISH IN DEMAND AT T WHARF.

BAD WEATHER ALMOST CAUSES NEAR A FAMINE AMONG THE DEALERS.

The bad weather of the past four days has raised havoc with the fresh fish supply and this morning T wharf, with not a box left over from last week and with but 38,000 pounds in sight in the four trips in, was practically up against famine conditions.

It was a hard opening for the week. There was a big demand and little or nothing to fill it with. Sch. Moaniam, in from off-shore, had 8000 pounds of haddock, 2000 pounds of cod and 10,000 pounds of hake and will get nearly a thousand dollars for this handful of fish, for haddock went at \$5.50 and cod sold at from \$5.50 to \$8.50. Of this latter big price the sch. W. H. Reed and sloop Klondike got the benefit, they being over from the Plymouth grounds with 3000 pounds each of netted new fish. Sch. Volant completed the quartette of arrivals and she hailed for 12,000 pounds of pollock, which sold at \$3.60 per hundred weight.

For the week ending Friday night, 86 fishing vessels arrived at T wharf, bringing 1,656,400 pounds of fresh fish, against 163 arrivals for the corresponding week last year, with 2,229,000 pounds of fresh fish.

Boston Arrivals.

The fares and prices in detail are: Sch. Moaniam, 8000 haddock, 2000 cod, 10,000 hake. Sch. W. H. Reed, 3000 cod. Sch. Klondike, 3100 cod. Sch. Volant, 12,000 pollock. Haddock \$5.50 per cwt.; cod, \$5.50 to \$8.50; pollock, \$3.60; hake, \$3 to \$4.

Portland Fish Notes.

There is an extreme scarcity of market fish at the present time in Portland, some of the dealers Friday being unable to fill their orders. The vessels of the Portland fleet all went out early, but on reaching the fishing grounds were unable to make a set, owing to the weather conditions, there being a living gale of wind, with a choppy sea. The vessels all came scurrying back to port during Saturday forenoon with the exception of the schooners George H. Lube and Lochinvar, which undoubtedly sought shelter at the eastward. The only fish brought in Friday was about 200 pounds, landed by a South Portland boat fisherman, who made his catch with his dory half full of water, coming perilously near to swamping.

Nov. 20.

MORE COD FROM NEWFOUNDLAND.

BR. SCH. HELEN VAIR BRINGS 265,000 LBS. FOR DAVIS BROS.

Another cargo of Newfoundland salt codfish arrived here yesterday, the British sch. Helen Vair, from Grand Bank, bringing 265,000 pounds, consigned to Davis Bros.

The bad weather has completely tied up the shore and market fleet and they remained in port yesterday as it blew too hard to make an attempt to fish.

This morning sch. Ellen C. Burke landed 7000 pounds of fresh fish, mostly hake, at the Fort and sch. Appomattox took out 3000 pounds of pollock.

The high wind interferes with the operations of the torchers. Saturday night they brought over but 40 barrels and last night's catch amounted to but 30 barrels.

Sch. Eglantine brought down from Boston 400 barrels of salt herring which had been in cold storage up there and which will be packed here by Gorton-Pew Fisheries Company.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

- Br. sch. Helen Vair, Grand Bank, N. F., 265,000 lbs. salt cod.
- Steamer Margaret D., gill netting, 3000 lbs. fresh fish.
- Sch. Appomattox, shore, 3000 lbs. fresh fish.
- Sch. Ellen C. Burke, shore, 7000 lbs. fresh fish.
- Torchers, 70 bbls. fresh herring.
- Sch. Eglantine, Boston, freighting, 400 barrels of salt herring.

Vessels Sailed.

- Sch. Oriole, Newfoundland frozen herring trip.
- Sch. Clontonia, Newfoundland frozen herring trip.
- Sch. Sylvania, Newfoundland herring trip.
- Sch. Miranda, Newfoundland herring trip.
- Sch. Hope, pollocking.
- Sch. Viking, pollocking.
- Sch. Mary T. Fallon, pollocking.
- Sch. Good Luck, pollocking.
- Sch. Galatea, shore.
- Sch. Actor, shore.
- Sch. Rita A. Viator, pollocking.
- Sch. Priscilla, pollocking.
- Sch. Matthew S. Greer, haddocking.
- Sch. Thomas S. Gorton, haddocking.
- Sch. Teazer, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

- Salt mackerel, \$30 per bbl. for large and \$19.75 for small.
- Salt trawl bank codfish, \$4.75 per cwt. for large, \$4.25 for mediums and \$3 for snappers.
- Handline Georges codfish, large \$5.75, medium \$5, snappers \$3.
- Salt "drift" codfish, large \$5.25, medium \$4.75.
- Salt bank dory handline cod, \$5.25 per cwt. for large and \$4.75 for mediums.
- Eastern halibut, codfish, large \$5.50, medium, \$4.75.
- Haddock \$1.75.
- Pollock \$1.75.
- Cusk, large \$2.50, medium \$2; snappers \$1.50.
- Hake, \$1.75.
- Eastern shack cod, \$4.75 for large and \$4.25 for mediums.
- All codfish with napes picked bring 25c over the above price.
- Salt whiting \$2 per bbl.
- Fledged halibut 9c per lb.
- Halibut fins, \$18 per bbl.

Fresh Fish.

- Haddock, \$1.15 per cwt.
- Large cod, \$2.60 per cwt.; medium \$2.10 per cwt.
- Peak and Western Bank fresh codfish \$2.60 per cwt. for large and \$2.10 for mediums.
- Cusk, large, \$1.80, medium, \$1.20.
- Snapper cusk 60c.
- Hake, \$1.45.
- Dressed pollock 90c, round 80c.
- Bank halibut, 14c per lb. for white and 11c for gray.
- Fresh mackerel, large 24 1/2c and 25c each.

Bait Prices.

- Frozen bluebacks, \$2.50 per cwt.
- Frozen herring, \$2.50 per cwt.
- Fresh herring, \$2.50 per bbl.
- Salt shore herring, \$1 per bbl.
- Frozen squid, \$2.50 per bbl.

Nov. 20.

Two More Steam Trawlers About Half Completed.

At the Fore River shipyard, Quincy, rapid progress is being made on the two new steam trawlers building for the Bay State Fishing Company of Boston. They are already 50 per cent. completed, and will be ready for launching in about four weeks. Like the four others of this type now running regularly to T wharf, the two new vessels will bear the names symbolic of the sea—Surf and Swell. Built on the same lines as the Spray, Foam, Ripple and Crest, the latest trawlers will be somewhat larger. The new 40-ton Scotch boilers will be brought up from Bath this week to be installed into the steamers. The Surf and Swell will be commissioned about January 1.

New Schooner Coming Here.

A handsome 125 ton fishing schooner is being built at Grand Bank, N. F., which will make her maiden trip to this port. She is being built for John Smith of Harbor Breton, and will be launched the latter part of this month and will at once load with salt codfish, which she will sail with for this port. It is expected she will be on her way in less than two weeks from the time of launching.

No U. S. Consulate at Shelburne, N. S.

This is the time of year, more than any other, when American fishing vessels visit Shelburne harbor, sometimes for shelter, or perhaps, for repairs or it may be to land sick fishermen. Probably more of these vessels call at Shelburne in a year than at any other Nova Scotia port, yet there is no American Consulate agency there which often times causes no little annoyance to the American skippers.—Yarmouth, N. S., Post.

Trawler Ripple At Newport.

The steam trawler Ripple is in at Newport, R. I., this morning, with a small fare of fresh fish, which is being shipped by express, to T wharf, Boston. The Spray had 15 barrels of haddock, 4 barrels of cod, one barrel of hake and 3 barrels of mixed fish.

Nov. 20.

IMPORTANCE OF THE FISHERIES.

As an industry, fishing yields the United States the respectable yearly product of \$54,031,000. This is well over half the annual gold output, or of the barley crop. It is over twice the rye crop and nearly twice that of flaxseed. It is three times the value of the rice crop and five times that of buckwheat.

This is certainly a good record and the best of it is that there are indications all along the line that the business is to be increased by the adoption of all the modern appliances for catching, curing and marketing the catch.

Boston is to build new wharves and everything will be right up to date to accommodate its constantly increasing fishing industry and Gloucester, Portland, Provincetown and other ports, will keep up with the procession to the best of their ability and secure their share of the business. There is room enough and business enough to reward healthful enterprise in catching the fish. That's the important matter to attend to and as the country is growing and foreign markets require a goodly supply, the outlook is certainly of an encouraging nature and is so considered by those whose brains and capital are engaged in this pursuit. We wish them abundant prosperity.

Nov. 20.

From the Herring Fleet.

A dispatch received Saturday from Bay of Islands, N. F., reports herring scarce there now, but still quite plentiful at Bonne Bay. Sch. Maxine Elliott, on her second trip, arrived at Bonne Bay Friday, and sch. Alice R. Lawson was loaded and ready to sail Sunday for home. Sch. Theodore Roosevelt sailed from Bay of Islands Saturday for home with a cargo of salt herring.

Sch. S. P. Willard, with a cargo of salt herring, was at Louisburg, C. B., on Thursday and cleared for this port.

Nov. 20.

Fishing Fleet Movements.

Schs. Benjamin A. Smith, Marsala, and Esperanto, were at Louisburg, C. B., on Thursday and cleared for the fishing ground.

Sch. Raymah was at Liverpool, N. S., on Thursday and cleared the same day for the fishing ground.

Sch. Stiletto was at Louisburg, C. B., Friday and cleared the same day.

Sch. Elsie cleared from Canso, N. S., Friday.

Nov. 21.

FRESH FISH AT SKY HIGH FIGURES

THIRTEEN VESSELS GET TOP NOTCH PRICES FOR THEIR TRIPS.

There is nothing unlucky about the 13 crafts which are at T wharf this morning with fish fares. Indeed each and every one of them is more than lucky for with cod and haddock selling at the sky figure of \$9 per hundred weight a good financial return is assured from only a handful of fish.

Of the fleet in, two are pollockers, three market boats and the rest cod netters from over on the Plymouth spot. The dealers were certainly hungry for fish, in fact they were more hungry even than on yesterday, when, as is the case today, there isn't anywhere near enough fish to go around.

In what fish there was in there were just 5500 pounds of haddock and these were snapped up at the \$9 figure. The Plymouth netters had about all the cod there was in, 29,000 pounds in all and the newest kept pace with haddock in hitting a high price mark. Some cod went at \$7, but \$9 was the general going figure. Hake sold at \$4 and \$6.30 and pollock brought \$4.30 and \$5.

Boston Arrivals.

- The fares and prices in detail are:
- Sch. Elizabeth W. Nunan, 2500 haddock, 1000 cod, 1000 hake, 500 cusk, 500 pollock.
- Sch. Ralph Russell, 6000 pollock.
- Sch. Tecumseh, 2000 haddock, 200 3000 hake.
- Sch. Rita A. Viator, 1000 haddock, 100 cod, 2000 hake.
- Sch. Thomas Brundage, 4500 pollock.
- Sch. Nettie, 4000 cod.
- Sch. Maxwell, 4300 cod.
- Sch. Lillian, 5000 cod.
- Sch. Reliance, 4000 cod.
- Sch. Sylvester, 4200 cod.
- Sch. W. H. Clement, 2500 cod.
- Sch. Etta B., 2500 cod.
- Sch. Wodan, 2000 cod.
- Haddock, \$9 per cwt.; cod, \$7 to \$9; hake, \$4 to \$6.30; cusk, \$5; pollock, \$4.30 to \$5.

Foreign Salt Mackerel Market.

The foreign salt mackerel market keeps buyers guessing, says the Fishing Gazette, and those who have been holding off for the last few weeks have had to pay steadily increasing prices whenever they were forced to fill immediate spot orders. All kinds of Norway and Irish salt mackerel are very closely held and the holders are insisting rigidly on list prices. No. 1 new fat Norway's were marked up this week \$2 a barrel, the quotation now being \$34 and \$35, instead of \$32 and \$35. Irish is up a half a dollar, being quoted at \$15 to \$16, instead of \$14.50 and \$15.50, and the end does not appear to be in sight.

Importations of salt mackerel have fallen off in the last week but Boston received last week 595 barrels of Irish from Liverpool. Last week Boston received 1,106 barrels; New York, 320 barrels; Baltimore, 789 barrels, and New Orleans, 160 barrels. The total shipments from Liverpool up to Nov. 4 are given as 13,193 against 56,890 barrels up to the same date last year. Liverpool also notes shipment of 8,861 barrels of 1911 Norway to this market up to Nov. 4. Under date of Nov. 11, Liverpool, Eng., authorities give 800 barrels as the shipment of Irish salt mackerel to Boston for that week, while 1,100 barrels was the total for all other American ports. The count was 300 to 350 to a barrel.